

Comments on Diesel Reports

You guys did a great job distilling tons of info down into a comprehensible analysis. I have some high level comments from my quick review of the 3 reports.

1. The installation cost (\$500) for DPF seems low. I don't have reference, but I'd feel more comfortable with \$1,000.
2. There's a wide disparity between the cost/effectiveness of retrofits (DPFs) for transit buses (~\$450,000/ton PM) vs. school buses (~\$144,000/ton PM). I'd think that school buses are driven less than transit buses. Are the emission factors much greater?
3. The cost/effectiveness of option #2 for the transit buses is in terms of \$/ton PM+NOx, while for option #1 it's in terms of \$/ton PM. I believe that all the options should be evaluated in terms of \$/ton of PM, as was done for the school bus report. The report can point out that the NOx benefits of option #2 will greatly assist CT with ozone compliance.
4. The Conclusions for the transit and school bus reports may want to highlight that option #2 for both appears to reduce PM for less \$/ton than option #1, plus you get big NOx benefits. Given that 2007 is just around the corner (I can't believe it), this may be a more prudent approach. Incentives to get operators to postpone 2006 sales until 2007 may be very cost-effective.
5. Why is \$/ton missing from the option summaries for the construction equipment report?

Please contact me if you have any questions. I'll be available most of next week.

Happy Holidays!

Rob